



Peter O. Knight Airport  
Plant City Airport  
Tampa Executive Airport

November 23, 2015

Hillsborough County  
Aviation Authority  
P.O. Box 22287  
Tampa, Florida 33622  
phone/ 813-870-8700  
fax/ 813-875-6670  
TampaAirport.com

Dear Community Member,

As a follow-up to my letter of November 10, 2015, we have continued to work collaboratively with the FAA Air Traffic Control Tower and I am pleased to share a number of positive steps the FAA is taking to reduce commercial air carrier operations on the East Runway (1R/19L) effective November 21, 2015 through September 30, 2016 when we expect the Taxiway J Bridge project to be completed:

- Commercial cargo air carriers will operate on our West Runway (1L/19R).
- Commercial passenger air carriers situated at Airside A will revert to operating on our West Runway (1L/19R) on weekends, and on Thanksgiving Day and Christmas Day.

There are several caveats that accompany this operational modification the FAA has committed to implementing. First and foremost, we will never compromise the safety of the airport, airlines, passengers and employees. There will be occasions when, due to volume, operational necessity, or pilot request, the FAA will not be able accommodate all air carriers on the West Runway (1L/19R). In those situations where a pilot requests the East Runway (1R/19L), we will promptly follow-up with the appropriate air carrier's management as we have consistently done over the years as part of our Voluntary Noise Abatement Program.

In addition, during our recent Community Noise Consortium (CNC) meeting on November 3, 2015, some residents cited a 2013 environmental assessment (*Focused Environmental Assessment for the South Terminal Support Area at Tampa International Airport*, dated October 2013) that states there would be no significant change in operations and noise impacts and it was suggested that this statement in the document was inaccurate. This 2013 environmental assessment referenced at the CNC meeting was related to our Consolidated Rental Car Facility and Automated People Mover project, which required no change in operations, making the statement in the Focused Environmental Assessment accurate.

A similar Environmental Assessment was not required for the Taxiway J Bridge project. However, a Request for Categorical Exclusion was submitted in November 2013 to the FAA in advance of the Taxiway J Bridge project that examined that project specifically. This document indicated there would be a temporary change in operations due to the loss of the

south taxi route, Taxiway J. The document did not describe any noise impacts specifically, but did state there would not be “significant impacts on noise levels.”

The term “significant impact” is specifically defined by the FAA based on numerical changes to noise levels in various noise contours for specific land uses. Under the FAA criteria, no “significant impact” to the noise levels was expected due to the closure of Taxiway J at the time the Request for Categorical Exclusion was submitted. To reaffirm this finding, we have hired a third party consultant to complete a study to develop current noise level contours based on the actual operational changes as a result of the Taxiway J Bridge project. We look forward to sharing the results of this study at our upcoming CNC meeting on January 14, 2016 at 5:30 p.m. in the Airport Authority Boardroom at Tampa International Airport.

Finally, we plan to increase the frequency of our CNC meetings in 2016 and further information will be communicated before the end of December, 2015.

Sincerely



Lloyd Tillmann  
Director of Operations